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HONGKONG, TUESDAY, AUGUST 2, 1910.

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T. F. Hough, Esq., C. J. Lefrancis, Esq.,
Hongkong, November 16, 1909. 1424

RUBBER CULTIVATION IN
THE FAR EAST.

An Expert's Opinion.

Mr. Harold Armstrong, who has spent a
good many years of his life in Bolivia and
is an expert in the Para rubber trade, has
recently been touring through the Federated
Malay States, Java and Sumatra with an
eye to inspecting the rubber plantations in
the Far East so as to judge their future
effect upon the rubber market. Interviewed
by the Times of Ceylon, he told some interest-
ing facts which had come under his observa-
tion, and which bear out much that a party
of Hongkong gentlemen recently brought
away in their minds after a similar trip.

Speaking about his recent tour, Mr.
Armstrong said he was much impressed
with the rapid progress which plantation
rubber is making, and particularly with
the low cost price, the cost price of the
wild article in South America being far
higher than it is in these parts. Mr. Arm-
strong first went to the F. M. S. and says
he saw "some splendid estates" there.
Java was next visited and then Sumatra.
"The best rubber I saw was in Sumatra,"
Mr. Armstrong declared. "Speaking of the
growth for ages, I think some of the estates
in Sumatra there are the United Serdangs,
for instance - are marvellous. I was
NOT SO MUCH IMPRESSED WITH RUBBER
IN JAVA.

In many cases, particularly in regard to
the older plantations - not enough money
has been put into the estates, and they have
not been given a fair chance. The fact is,
in many instances, they estimated too low
a figure and tried to work on the old
estimates with the result that the growth
suffered.
"In Sumatra they have to face a con-
siderable difficulty in the way of labour. At
present, they depend upon importing
labour from Java, and the curious fact is
that the Sumatra planters say it is more
difficult for them to get labour from Java
than for the F. M. S. planter. Of course,
the marvellous thing about Java is the
tea and sugar industries. It is almost
impossible to get hold of any tea land,
partly because it is mostly taken up and
partly because the Government reserves
land for the natives. Although labour in
Java is at present somewhat casual, owing
to its being entirely 'free', I should say
that the conditions must improve from
year to year, owing to the rapid increase of
the population. As you are aware, in-
dented labour is not allowed in Java,
and consequently the coolie can walk off
an estate whenever he likes. Of course, it
would be a good thing from the planters'
point of view, if the Government were to
permit indented labour, which, in the
interests of the natives, they refuse to do.
"I was struck with the excellence of the
coolie lines on the estates in Sumatra,"
said Mr. Armstrong. "and I think it
would be a good thing if the F. M. S. were
to follow their example. It is not only
the coolie accommodation in the F. M. S.,
but the accommodation of the managers
and assistants which is far behind that in
Sumatra. I must say I appreciate the
exceedingly kind and hospitable manner in
which I was treated during my visit.
Everybody displayed the utmost readiness
to facilitate my visits to the estates and to
give me all the information I required."

Business Notices.

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1 TELEPHONE, K 21.

Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs and Bridge Work.
SLIPPING AND REPAIRS AT LOWEST RATES.

Air Compressor with Hammers and Drills, etc.
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will depart from the COMPANY'S CANTON STEAMERS WHARF at 9 A.M.
Departure from Macao at 3 p.m.

FARES AS USUAL.

By kind permission of Colonel Prior and Officers the Band of the 13th Rajputs
under Bandmaster Coke will play during the trip.

N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WING LOK STREET
WHARF.

J. ARNOLD, Acting Secretary.

Hongkong, July 25, 1910.

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IS A HIGH-CLASS COCOA WITH A DISTINCTIVE
FLAVOUR DEVELOPED BY A SPECIAL PROCESS.
PREPARED BY CADBURY'S FROM THE
FINEST COCOA.

THE PHOENIX CLUB, LD.

NOTICE is hereby given that the
THIRD ORDINARY GENERAL
MEETING of the Members of the above
Club will be held on FRIDAY, AUGUST
6th, at 5.30 P.M., in the Club
premises, for the purpose of receiving the Report of
the Committee together with a Statement
of Accounts for the year ending 30th April,
1910.

BY ORDER OF THE
GENERAL COMMITTEE.

Hongkong, July 28, 1910. 925

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NEW TWIN SCREW STEAMER,
S.S. SAN CHEUNG

Visited throughout with Electric Light
and Fan, supplied in all cabins
Captain J. McGarry.

LEAVES Hongkong for Canton at 9 P.M.
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SUNDAY, TUESDAY & THURSDAY.

Leaves Canton for Hongkong at 5.30 P.M. on
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Fare, 1st-Class.....\$1.50 single passage.
Meals.....\$1 each.

Servants' passages must be paid for.
ORIENTAL STEAMSHIP CO., LD.
No. 226, Des Voeux Road Central.
Hongkong, November 12, 1908. 145

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OCCUPY: A.B.C. 6th Edition. A.L. &
Western Union.

Hongkong, July 30, 1910. 554

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FIRST-CLASS IN EVERY RESPECT. ELECTRICITY THROUGHOUT
HOT AND COLD WATER. SHOWER AND TANK BATHS.
Renowned Cooking. Central for all Theatres, Chief Places of Interest and Fashionable
Shopping District.
MODERATE INCLUSIVE CHARGES.
O. F. OWEN, Proprietor.

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ASBESTOS GOODS OF ALL KINDS.

Packings and Jointing for All Purposes.
LUBRICANTS, PAINTS, OILS & VARNISHES.

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A 5 or 10 Catty Box con-
stitutes one of the most
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LANE, CRAWFORD & CO.
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED
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Prices—Including Freight, Duty and Delivery to any address in the United Kingdom.
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From your dealer, or from the
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PRICKLY HEAT LOTION AND
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SAFE REMEDIES FOR ALLAYING THE IRRITATION.

SUN GLASSES.

HOUSEHOLD AMMONIA
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A RELIABLE DISINFECTANT.

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With Classified List, Cable Addresses, Telephone
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A Guide to Firms and Agencies.

To ensure correct insertion Residents in Hongkong and Kowloon
are requested to send in Name, Address and Telephone Number

Mr. Reginald Hayward is authorised to accept contracts for the above publication &
in case of other canvassers being appointed their names will be
duly advertised.

Hongkong, June 18, 1910. 747

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PURE FRESH COFFEE

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In 1/2 LB. AND 1 LB. TINS.

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The Old Peabody Pew, by Kate Douglas
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IN QUARTS, PINTS & SPLITS.

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Hongkong, June 27, 1910.

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LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
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SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
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SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO-TSE YAT, General Manager.
Hongkong, August 12, 1910.

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ART PHOTOGRAPHER, ICE HOUSE LANE.

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Thousands of Dollars are saved by the expenditure of as many cents

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THE Wood and Brickwork Preservative which really does what is claimed for it. IT
IS ABSOLUTE BATH TO THE WHITE ANTS.
Extensively used by the British Government at Home and Abroad, by H.M. War
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Prospectus samples and all information from the General Agents.

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Terms moderate.
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Hongkong, December 1, 1909.

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QUEEN'S ROAD CENTRAL.
CENTRALLY situated, up-to-date Hotel. Recently renovated and under entire
New Management. Large and comfortable Rooms. Excellent Cuisine. Under the
superintendence of an experienced French Chef.
PARTICULARS AND RATES on application to MANAGER.
L. GAMEAU Proprietor.
N. BLUMENTHAL, Manager.
Hongkong, October 3, 1908.

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AVENARIUS CARBOLINEUM

WOOD PRESERVATIVE.

30 YEARS' SUCCESS

THE ONLY EFFECTIVE AND

LASTING PROTECTION

AGAINST

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GOVERNMENTS AND OTHER TESTIMONIALS.

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THE PHYSICIAN'S
Cure for Gout,
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Salut and most
Effective Agent
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Regular Use.

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Co.

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H. OISHI,
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No. 2, PRINCE STREET,
HONGKONG.

Hongkong, January 8, 1909.

IN THE MATTER OF THE COM-
PANIES' ORDINANCE, 1865,
and
IN THE MATTER OF THE VIENNA
CAFE CO., LTD. (In Liquidation).

DIVIDEND OF \$17 PER CENT.

NOTICE IS HEREBY GIVEN that a
First and Final Dividend of \$17 per
cent has been declared in this matter, and
that the same may be received at the Office
of Messrs. LOWE, BROS. & MARTINEZ,
St. George's Building, Hongkong, on the
3rd day of August, 1910, or any subsequent
date between the hours of 10 A.M. and
1 P.M. On applying for payment Creditors
must produce the RECEIPT posted to them
together with Security held by them (if
any).

A Statement showing the amount avail-
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been admitted.

A. R. LOWE, C.A.,
Liquidator.

Hongkong, July 27, 1910.

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FOR SHIPS BOTTOMS (GRAVISED BEAMS).

ANTI-FRICTION METALS,
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ELECTRIC LAMPS, WANS AND
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Hongkong, August 3, 1908.

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HAS ALWAYS ON HAND
A LARGE ASSORTMENT OF
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HONGKONG, 77, QUEEN'S ROAD
CENTRAL.

Hongkong, July 11, 1910.

VIENNA CAFE COMPANY
(1910), LIMITED,
(RECONSTRUCTED).

QUEEN'S ROAD CENTRAL,
Opposite Post Office.

A FIRST-CLASS RESTAURANT
(Table d'hôte or à la carte).

AFTERNOON TEA, ICE, LIGHT
REFRESHMENTS.

Specially selected brands of
WINES, SPIRITS, BEERS, etc.

AN EXTENSIVE MODERN BAKERY.
A FRENCH CHEF.

Hongkong, July 23, 1910.

OUR GERMAN LETTER.

(From Our Own Correspondent.)

Berlin, July 15.

CABINET CHANGES.

The changes in the old cabinet under
Prince Bismarck are continuing, and
the Imperial Chancellor is getting himself
a cabinet upon which he can rely through-
out and thin. Herr von Bethmann
Hollweg's position is firmer than ever, no
matter what the gossip may say. He has
the Kaiser's approval, and after all that is
the principal thing. The fears of the Go-
vernment and of the Conservatives at the
enormous growth of Socialism are greater
than ever before, and the coming elections
for the Reichstag are anticipated with
anxiety. The increase in the seats of
Social Democratic members is sure to be
remarkable, as in all the recent by-elections
the party has been victorious over long odds.

To combat the growth of Socialism, a new
daily paper on Liberal and patriotic prin-
ciples is about to be founded in Prussia. The
promoter is the Kaiser's intimate friend,
the millionaire Prince Fürstenberg, who
has already had an influential finger in many
a pie of commercial importance. It is
estimated that the cost of the paper will
run to about £200,000 annually. Half the
capital of £200,000 has been already sub-
scribed, and support is promised on many
sides. For instance, bank announcements,
official advertisements and the like are
all promised. The price of the paper like
its name has still to be decided upon, but
it will be sold at a very moderate price, in
order to reach the poorer classes. The
Kaiser is most interested in the plan, and
has discussed the details over and over
again with his friend the Prince. There
is a little whisper abroad, moreover, that
his Majesty will try his hand at a little
journalism—of course anonymously.

THE ZEPPELIN DISASTERS AND NORTH POLE
RESEARCH.

The courage of the intrepid Count Zepp-
pelin is admired by all, although a doubt
as to the stability of his ships is spread-
ing widely. The plan of organising an
expedition in search of the North Pole by
airship is fast taking shape, and the voyage
to decide the practicability of such a
venture has been entered upon. No less a
personage than the Kaiser's brother, Ad-
miral Prince Heinrich has gone with the
party, which comprises Count Zeppelin,
Prof. Hergesell, the trusted airship pilot
Captain Lusa, and three and four famous
savants who will make oceanic and solar
observations. The party started from
Kiel on board a small steamer called the
Mains, of only 2000 tonnage, and of very
limited accommodation, the chief spaces
being given up to the laboratories
and other scientific matters. Prince
Heinrich has only one small cabin at his
disposal, but his Royal Highness is as
unassuming as anyone and very keen on
the expedition. On arrival at Spitzbergen
the party will go on board the Phoenix, a
Norwegian ice-steamer, the crew of which
is composed of experienced native sailors,
who have already penetrated far into the
Arctic regions. A wireless telegraphic
apparatus will be on board, so that com-
munication may be obtained at any time
with the Main, which remains at anchor
at Spitzbergen. The expedition will prob-
ably take three months, or perhaps a
little longer. The travellers are expected
back at the end of September or early in
October. The Kaiser is very interested in
the result, although his Majesty is not
very sanguine.

That all airships are more or less un-
reliable, and that the conquest of the air
problem is not altogether yet solved, has
again been proved by the mishap to the
otherwise steady military air-cruiser Gross.
She started on a long-distance voyage from
Berlin the other night, bound for Goth-
a with an experienced pilot and crew on
board. At nine o'clock the ship ascended
from the Tegel ground, and a few hours
later she encountered a storm which drove
her entirely out of her course near
Torgau. Those on board had not the
least idea of their whereabouts, and
spent a terrible night, being driven
about a prey to the elements. The ship
lost gas and was in peril of a sudden descent
like that of the Zeppelin recently. Happily
she, however, came near the ground where
military help was at hand—in the neigh-
bourhood of the railroad ground at Bies in
Saxony, where she was soon moored, and
the occupants escaped without injury. The
good ship, built at a cost of nearly a
million marks—is a total wreck. The hull
broke like matches, the steel rods snapped,
and the covering was torn to shreds. She
was dismantled and taken back to Berlin
the following day, in an ignominious con-
dition.

HEER BATH AND THE KAISER.

The Kaiser listened with enthusiasm to
a lecture at Hamburg shortly before start-
ing on his Norwegian cruise. The lecturer
was Herr Ballin, of the Hamburg America
Line, and the subject illustrated with im-
mense views was the new liner, which will
be 33 yards longer than the Mauretania
and two yards deeper and wider. She
will be of 45,000 tonnage, and twice
as large as the Augusta Victoria, the
largest ship of the Line hitherto. The
speed of the new vessel will be 22
knots an hour, and she has turbine
engines. His Majesty was delighted with
the prospect, and cried out: "Bravo, now
we shall have the lead again!" His Majesty
has had good weather thus far on his
cruise; the Hohenzollern has reached
Oslo, and all on board are well and enjoy-
ing themselves immensely. The Kaiser
is in the meantime cruising about the
Baltic with Princess Victoria Luise in
the beautiful yacht "Luisa," which was the
Kaiser's present to his wife on his birthday.

Intimations.

J. T. SHAW,

Tailor & Outfitter.



Hongkong, November 1, 1909.

SHAKESPEARE RECITAL

BY
CHARLES MARSHALL DARRACH
OF NEW YORK CITY.

IN
THE PEAK HOTEL.

Only appearance in Hongkong, on
FRIDAY, AUGUST 6th, at 9.15 P.M.

THE MERCHANT OF VENICE.

The Recital will be given under the
distinguished patronage of
H. E. SMITH HENRY AND LADY MAY.

Booking at MOUTRIE'S.

Hongkong, July 23, 1910.

THE BIRD IN THE HAND

(A BIRD IN THE HAND IS
WORTH TWO IN THE BUSH).

"The bird in the hand" to the
merchant is the customer within
the store. It requires some sort of
attraction in the first place to get the
customer there—about the best at-
traction is a real, live advertisement;
something good that will catch the eye
that has been carefully written, art-
istically compiled and strikingly set up.
Advertisements in the China Mail and
Overland China Mail read the best.
Look the best and give the best results.

Hongkong, April 12, 1910.

JAPANESE MAKERS.

EVERY KIND
OF
Footwear
MADE
TO
ORDER.

CHERRY & CO.,
35, WELLINGTON STREET.

Hongkong, May 5, 1910.

WING ON CO.,

TAILORS AND OUTFITTERS.

HAVE JUST RECEIVED NEW SHIP-
MENTS OF

Drapery, Grocery, Iron-
mongery, Crockery, Glass and
China Ware,
Furniture, Watches & Clocks.

The Cheapness and quality of
their Goods have no equal.

209-213, DES VŒUX ROAD
CENTRAL.

107, CONNAUGHT ROAD
CENTRAL.

(Transit pass the Door).

Telephone 189.

Hongkong, June 18, 1910.

Intimations.



TORIC lenses are ground with a deep
inner curve. This inner curve of the
TORIC conforms to every movement of the
eye and makes the sight equally clear in
every portion of the glass.

TORICS will set closer to the eye than
the ordinary flat lens thus doing away with
the annoying reflections from the edge of
the glass.

For those who wish the very best in
lenses we recommend TORICS.

We manufacture TORICS on all pre-
scriptions in White, London Smoke or
Amber.

THE BEST IN LENSES.

CLARK & Co.,

SCIENTIFIC OPTICIANS.

HONGKONG HOTEL MANSIONS,
(First Floor),
PEDDER ST., HONGKONG.

(Sole Manufacturers of Toric Lenses for South China).
Hongkong, July 23, 1910.

THE CHINESE ENGINEERING AND MINING CO., LTD.

KAIPING COAL

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS, AND
HOUSEHOLD PURPOSES.

Ships' Bunkers supplied at short notice.

KAIPING COKE

Competed with the best quality English Coke for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS GRADE

SQUARE, ARCH AND CUPOLA.
Boiler Seating Blocks, Flue Covers, Crown Fireclay, Stoneware
Glazed Pipes, Glazed Tiles, Foundation Bricks (Non-absorbent).
Building Bricks (Extra Strong).

OFFICES: 16, ALEXANDRA BUILDINGS, HONGKONG.

TEL. ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

Hongkong, April 10, 1910.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND COUSINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Manager.

Hongkong, February 8, 1908.

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-east Winds in
Winter. Commanding magnificent view of Hongkong, the Harbour and adjacent
islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
Terms: From \$5 per day. Max. Telephone Add: "Peakful."

Yau's Office: 4, Des Vœux Road.

Hongkong, February 8, 1908.

NOTICE.

I have today REMOVED my Offices
from York Buildings to 2nd Floor of
ALEXANDRA BUILDINGS.

E. C. WILKS, M.L. MICH. E.
Consulting Engineer.

Hongkong, June 30, 1910.

HONGKONG CIVIL SERVICE CO-OPERATIVE SOCIETY, LIMITED.

WANTED—MANAGER with experi-
ence in PROVISION and DEPT
GOODS STORE; Salary and Commission
Apply in writing or personally to the
Chairman, care of Mr G. J. B. SAYER,
19, Queen's Road Central.
Hongkong, July 30, 1910.

PATELL & CO.,

Exporters & Importers

General Merchants
and
Commission Agents.

Hongkong and
Canton.

SINGON & CO.

IRON, STEEL, METAL and HARD
WARE MERCHANDISE. Wholesale
and Retail Ironmongery, Pig Iron and
Foundry Casts Importers. General Store-
keepers and Shipchandeliers. Nos. 35 and
37, HING LOOKE STREET, (2nd Street west
of Central Market) Telephone No. 512.
Hongkong, September 4, 1909.

SAVARESSE'S SANTALIN CAPSULES

TO BE OBTAINED AT ALL
RETAILERS.
Hongkong, May 19, 1908.

THE 'ASAHI' BREWERY

IN SITUATED NEAR THE
'SUITA' SPRINGS.

THESE Calibrated WATERS are used
in the manufacture of our Beers.

PURITY GUARANTEED.

NOTE PRICE LIST—
'ASAHI' & 'SAPPORO'
BEER.
Per Case 4 doz. gts.
\$12.00.
Per Case 8 doz. pils.
\$13.50.

TO BE OBTAINED AT ALL
RETAILERS.
Hongkong, May 19, 1908.

For Sale.

RAILWAY MATERIAL**FOR SALE.**

LOCOMOTIVES, gauge 90cm

Manufactured by Henschel & Son.

Horse-power, 160.

Boiler-pressure, 12 atm.

Heating-surface, 412 sq. ft.

Net Weight, 14 tons.

WAGGONS, gauge 90cm.

Capacity: Capacity: Net

130 Tipping wagons 4,2 cu yds, 8 tons, 2 1/2 tons.

10 Coal wagons 3,0 cu yds, 8 tons, 1 1/2 tons.

5 Truck-wagons.

All the materials are in the very

best condition and ready for im-

mediate use.

For further particulars and en-

quiries address the undersigned.

O. VERING,

SHANGHAI, TSINGTAU.

12, Yangtze Road.

Hongkong, June 7, 1910.

FOR SALE.

VALUABLE PROPERTY on the mid-

dle street (Park Avenue) British

Concession, Chamee, Canton. Present

occupants have run to end of 1910, and

do not want to occupy it.

Particulars upon application.

Address: "S. R. E."

Care of "CHINA MAIL" Office.

Hongkong, August 1, 1910.

FOR SALE.

ONE FULL SIZE

Burroughs and Watts

BILLIARD TABLE

WITH ACCESSORIES.

Apply to

GEO. P. LAMMERT.

Hongkong, June 7, 1910.

FOR SALE.—AT THE PEAK.

THE REMAINING PORTION OF

RURAL BUILDING LOT No. 1.

THIS property consists of the TWO

EUROPEAN DWELLING HOUSES

known as Bickon and Brockhurst situated

on Mount Oung and having most deligh-

ful views of Hongkong Harbour and out to

Sea, of a most excellent Building Site at

present used as a Tennis Ground and of

other Vacant Ground.

The owner is prepared to sell the whole

property or any portion.

For particulars apply to

DENNIS & BOWLEY,

Supreme Court.

Hongkong, July 23, 1910.

HANG TAI CO.,

No. 38, Praya East.

FOR SALE.

LARGE STOCKS OF AMERICAN PINE,

CHINA PINE, TEAK and Various

Kinds of HARDWOOD, &c.

TIMBER-YARD AT PRAYA EAST.

Inspection Solicited.

PRICES MOST REASONABLE.

CHU CHONG HEE,

Manager.

Hongkong, May 4, 1910.

THE TYPHOON

MAP.

MOUNTED ON CARDBOARD AND

TAPED FOR HANGING.

EVERYONE SHOULD HAVE IT.

Price Ten Cents.

From the "CHINA MAIL" Office.

Hongkong, June 26, 1910.

THE

HONGKONG

DOCKS.

A Record of the Founding

and Development of the

Hongkong and Whampoa

Dock Co., Limited.

Reprinted from the "CHINA MAIL"

Price 50 cents.

To be had at the "China Mail" Office,

5, Wyndham Street.

A Medical Officer**Debility, Nervous Exhaustion—**

Certainly the absolute confidence of eminent doctors is evidence enough of the exceptional benefits imparted by Phosferine. Even doctors cannot do more to prove their confidence than by using Phosferine to remedy their own disorders. Could any proof be more definite, more convincing than the testimony of John Dodd, D.S.M., Medical Officer in the late South African War, who says: "After being shot through both lungs I was dangerously reduced, and I attribute it solely to Phosferine in brain, nerve, and muscular exhaustion." This brilliant medical officer found Phosferine particularly serviceable for insufficiency of nerve force, and declares nothing was so suitable in combating fevers, chills, &c.

Not possible now

John Dodd, D.S.M. (late of the Medical Staff, 5th Imperial Yeomanry, 1st Brigade, South Africa), Ladysmith House, Witton-le-Wear, writes:—"I have had considerable experience in the use of your invaluable remedy Phosferine, and it has proved particularly serviceable when there exists insufficiency of nerve force. This condition, often due to primary weakness, lays the system open to influenza, colds, neuralgia, rheumatism, indigestion, fevers, and in remedying this predisposition I have found nothing so suitable as your preparation. Phosferine invariably goes to the root of the mischief direct. The certainty of its action is moreover an estimable feature. In debility and kindred ailments, caused by a reduced system, it has unprecedented power, and in my own case I can bear evidence to its exceptional value, and am indeed greatly indebted to its wonderful restorative properties. During the late war in South Africa, I was shot through both lungs and pericardium and that reduced me most dangerously; after taking Phosferine for about two months it brought me back to my usual health. I attribute this solely to the use of Phosferine. I have advised Phosferine in several cases, and proved its value in brain, nerve, and muscular exhaustion."—March 11, 1910.

PHOSFERINE

THE GREATEST OF ALL TONICS

A PROVEN REMEDY FOR

Nervous Debility	Neuralgia	Lastitude	Backache
Infatuation	Maternity Weakness	Nervitis	Rheumatism
Indigestion	Emphysema	Saintness	Headache
Sleeplessness	Mental Exhaustion	Brain-Fag	Hysteria

and all disorders consequent upon a reduced state of the nervous system.

The Remedy of Kings

Phosferine has been supplied by Royal Commands

To the Royal Family	The Imperial Family of China
H.M. the Empress of Russia	H.M. the Queen of Roumania
H.M. the King of Spain	H.M. the Dowager Empress of Russia
H.M. the King of Greece	H.M. the Grand Duchess of Hesse

and the Principal Royal and Aristocratic throughout the World.

Prepared by Ashton & Parsons Ltd., La Salle Sauvage, Ladysmith Hill, London, England.

Price 1/6 in Great Britain, 1/3 in U.S.A. Sold by all Chemists, Stores, &c.

The 2/6 size contains nearly four times the 1/6 size.

Hotels**KING EDWARD HOTEL**

A

HIGH-CLASS HOTEL.

LADIES AFTERNOON TEA ROOMS

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Taxis D'Hotel at Separate Taxis.

Tels. Address: "VICTORIA," Hongkong.

For Terms, etc., apply to the

MANAGER.

Hongkong, October 2, 1908.

VICTORIA HOTEL

SHAMEN, CANTON.

Manager: Mr. H. HAYES.

Telegraphic Address: Victoria Shamenee

Sited on the British

Concession.

MACAO HOTEL,

MACAO.

Telegraphic Address: Farmer Macao.

Sited in the Centre of the

Praya.

Both Hotels electrically lighted and under

experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and special attention

to Tourists. Reasonable Rates.

Wm. FARMER, Proprietor.

Macao, May 13, 1908.

BRAESIDE

PRIVATE HOTEL.

STANDING in its own grounds with

Tennis and Croquet Lawns, Large

Aire, and Well Furnished Rooms. Every

tomb comfort. Fine View of the Harbour.

Telephone, No. 890.

Apply to Mrs. F. W. WATTS,

Braeside, 20, Macdonnell Road.

Hongkong, September 2, 1908.

KINGSOLERE

PRIVATE HOTEL.

APPROACHED from Kennedy Road

and Macdonnell Road.

Tel. No. 134. Tels. Address: "SABONOLA."

E.C. Code, 84 E.

Electric Light, hot and cold water through-

out. Billiards, tennis, croquet, putting

green and fine stabling for horses.

Proprietress, Mrs. J. SAUHEE.

Hongkong, September 1, 1908.

HUGHES and HOUGH,

AUCTIONEERS

AND

COMMISSION AGENTS.

PUBLIC AUCTION

THE Undersigned has received instruc-

tions to Sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED,

on

WEDNESDAY,

the 3rd August, 1910, at 2.30 p.m., at their

Sales Rooms, No. 6, Des Vaux Road,

Corner of Lee House Street,—

SUNDRY

VALUABLE HOUSEHOLD

FURNITURE.

Comprising:—

Silk Tapestry-covered Drawing Room

Suite, Single and Double Brass and Bras-

sented, Iron Bedsteads and Bedding,

Teakwood Sideboards with Bevelled Glass,

Dinner Wagon, Double and Single Ward-

robes with Bevelled Glass, Marble-top

Bureau and Dressing Tables with Bevelled

Glass, Teakwood Extension Dining Table

and Chairs, Glass, Crockery and E.P.

Ware, a quantity of Canton Carved Black

wood Ware, Carpets, Ice Chests, Electric

Fans, Cooking Stoves, &c., &c.;

Also

One 20-Bore English-made Fowling

Piece by Greener (in good order and

condition).

Three Typewriters,

and

One Cottage Piano by Collard & Collard.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, July 29, 1910.

PUBLIC AUCTION

THE Undersigned has received instruc-

tions to Sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED,

on

THURSDAY,

the 4th August, 1910, at 11 a.m., at their

Sales Rooms, No. 6, Des Vaux Road,

corner of Lee House Street,—

A LARGE ASSORTMENT OF

MANILA CIGARS.

Also

23 Cases Virginian

And

One Cass Note Paper.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, July 30, 1910.

TIPPING ON LINER.

The question of tipping on ocean liners has again come to the front, and it may be of interest to give the views of the persons chiefly concerned. I have crossed the Atlantic probably fifty times, said an English business man, in an interview with the Liverpool correspondent of the Standard, and in my opinion it is the American travellers who are chiefly responsible for the soreness that many people have over tipping. The average American dearly loves to make an impression, and to pay extravagant tips is one of his methods. Naturally, stewards who benefit by it look at it with a tip which may be smaller, although perfectly adequate. The practice of tipping is becoming a very great nuisance on some liners, where you can rarely ask a question without having to pay for the answer. There is the bad-room steward, the chief steward, the dining-room steward, the bar steward, the deck steward, the smoking-room steward, and all the rest. The amount of tipping done on a liner is out of all proportion to that in a hotel, and it only some enterprising company would announce that gratuities on their ships were expressly forbidden, the popularity of that service would be immediate.

VARIOUS INFERENCE.

This suggestion, however, is by no means new. It has, in fact, been tried on a small scale, but broken down, the fault being entirely that of the passengers, who could not get out of the habit of paying for their contentment by means of a tip. Besides this, any such experiment must always be retarded by the feelings of the shipowners, who, according to some critics, pay smaller wages to stewards because of the tips they receive. As to the steward, there seems, in the vast majority of cases, an unconquerable association in his mind of passenger with tip. I heard of one chief steward who did so well that he not only purchased a big house, but sent his sons to one of the leading colleges. Other men have been similarly lucky. At the same time there are large numbers of stewards who make very little. The system of pooling all tips and sharing them with those stewards not brought directly in contact with the passengers, but working equally hard on his behalf, has led, in conjunction with the large increase in the number of stewards, to smaller individual gain. It is possibly this change and also to some extent a change in the character of the men employed, which has resulted even in stewards demanding that tips be abolished and higher rates of pay offered. Possibly this combination of stewards who would like to be independent of this and of passengers who think that tips are more extortion, very near skin to landlady's extras, will lead in the future to a changed condition of affairs, but the strength of the opposing sections and the weakness of human nature make the possibility rather remote.

THE WAGES QUESTION.

The men in Liverpool who are responsible for the management of the vessels engaged in the North Atlantic passenger business are all aware of the amount of irritation engendered among travellers by the tipping system, but they recognise that nothing short of joint action on the part of all the companies will bring about any change, and there is no sign that any such action is contemplated. There is no doubt, remarked an official in one of the Liverpool lines, that the tipping which is looked for by stewards is a source of real discomfort to many travellers. But after all the objections to the system are personal more than financial. Reasoned travellers, of course, know exactly what to do. The beginner in ocean travel lacks this very useful knowledge, and rather than run the risk of appearing to be mean or being looked upon as singular he dispenses more palm oil than he need do. Why, however, should there be such an outcry about ships' stewards' tips, and little or nothing said about the application of the tipping system to hotels? The modern liner is a floating hotel, and the stewards, whilst fulfilling all the functions of waiters are able to render many little services which do not come strictly within the lines of their duty. As to the wages of stewards we believe that we pay them in accordance with the market value of the work they do. It is useful, but not skilled work, and in spite of all the grumbling on the part of the travelling public there appears to be little prospect of the abolition of the tip.

What do the stewards themselves say on the matter? Mr. Frank Pearce, an official of the National Union of Ships' Stewards, Cooks, Butchers, and Bakers, who spent many years at sea, rising from ship's boy to chief steward, says that the rate of pay to a chief steward is remunerative at which a steward works out at about a penny an hour, and he may consistently anticipate four months' salary every year owing to the shortly defined seasons which obtain in the passenger services. For such pay and such conditions independence of character is too much to expect. The saloon stewards, according to Mr. Pearce, who wait on wealthy people, do get tips, although these are not as colossal as the public imagination has made them; but for the other stewards of the ship the perquisites amount to so little that they do not keep them in tobacco.

GEO. P. LAMMERT

AUCTIONEER.

PUBLIC AUCTIONS.

THE Undersigned has received instruc-

tions to sell by Public Auction

on

THURSDAY,

the 4th August, 1910, commencing at

2.30 p.m. at No. 38, NATHAN ROAD

(Top Floor), Kowloon,—

A QUANTITY OF

VALUABLE HOUSEHOLD

FURNITURE &c.,

Also

1 VICTOR GRAMOPHONE with 96

Records.

On View from Wednesday, the 3rd Aug.

1910.

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

MILNERS'

PATENT

FIRE**RESISTING****SAFES**

As supplied to the principal

banks and mercantile

houses.

NOTICE.

TRANSLATE your LETTERS, COM-

MERCIAL PAPERS, DISCOUNTS,

etc., etc. in English, German, French,

Italian, Spanish, Portuguese, Latin, Chinese,

Japanese, Malay and Indian. Copies,

Typewriting, Stenography, all kinds of

clerical work, Private Codes and Ciphers,

and Accounts, etc., etc. will be effected

with care, secrecy, promptness and at

moderate terms.

For particulars apply to

GENERAL TRANSLATORS,

P. O. Box 102, Hongkong.

Hongkong, July 5, 1910.

LABUAN COAL

NOTICE.—This COAL can only be

obtained from THE LABUAN COAL-

FIELDS CO., LD. who are now prepared to

supply fresh Coal straight from the Mines.

Steamers loaded at the Wharves. Quick

despatch.

Telegrams: "LABUAN LABUAN."

BRADLEY & CO.,

A. S. Watson & Co., Ltd.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841

WINE AND SPIRIT MERCHANTS.

BRANDY:

	Per case of 1 doz.
1. SUPERIOR PALE, Red Capsule	\$30
2. SUPERIOR OLD COGNAC, Red Capsule	23
3. WATSON'S *** COGNAC, Gold Capsule	23
4. SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	29
5. VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule	35
6. FINEST OLD BROWN BRANDY, Gold and White Capsule	40
7. HENNESSY ***	30
8. BOUTELLIER'S CHAMPAGNE LIQUEUR	40

MARIE BRIZARD AND ROGER'S

	For Doz.
1. FINE PALE COGNAC	\$30.80
2. F. F. V. O.	64.80
3. VERY FINE LIQUEUR COGNAC, 60 Years Old	100.00

Note: For Hongkong the above prices will be increased by the amount of duty payable—\$7.20 per dozen.

MOUTRIE
PIANOSHAVE NO EQUAL FOR BEAUTY
OF TONE.

PERFECTION OF TOUCH

AND
SOLIDITY OF
CONSTRUCTION.Over 1200
now in use.

S. MOUTRIE & Co., Ltd.

Hongkong, April 16, 1907.

POWELL'S

Are introducing to their customers and
the general public, a new wood for
furniture construction known as
LIME WOOD
A heavy, close grained timber, eminently
suited to the climate and guaranteed
not to warp or crack.

FURNITURE

made from this wood is especially free
from all classes of insect life, the
dour of the lime wood being
distasteful to all insects.We are exhibiting in our show-window,
a collection of LIME WOOD
FURNITURE, showing a complete
DINING-ROOM SUITE
WITH CHINA CABINET
AND PEDESTALS.ILLUSTRATIONS AND QUOTATIONS
ON APPLICATION.

ALEXANDRA BUILDINGS.

EMPIRE

CINEMATOGRAFE THEATRE,
PRINCE HALL OF THE COLONY,
ON YORK ROAD CENTRAL,
Opposite Central Market.Performances: 7.15 to 9 and
9.15 to 11.30 p.m.

Appearance of Miss EVA HUGHES.

The eminent Soprano and Dancer
Miss MAGGIE FRAZER.The Infantile Actor
LITTLE PERCY.GRAND SUCCESS
of the Queen of the Banjo
MISS LAURA DIAMOND.GRAND MATINEES:
SATURDAY AND SUNDAY, at 4 p.m.
AT REDUCED PRICES.

conservative, prefers to move slowly
and often adopts improvements only
when they have been almost rudely
forced upon it, but all the same it is
very wide awake these days and except
in the matter of such trifles as free
electric fans in individual cabins, very
much up-to-date. The passengers are
no longer treated as miserable beings of
no account, as troublesome evils to be
endured not catered for. In the lan-

guage of the American collegians they
are to-day really fit. Compare the
accommodation provided on the "M"
class with the accommodation of the
old Panama, the Rome, or Suide of
twenty years ago. Compare again for
those whose moderate means or in-
clinations make preferable the in-
termediate class, the present day accom-
modation, with that of the Anconia
and Verona! It is by looking back
over a long space of years that we
are able to see what lucky persons we
of the present day are, and how well and
courteously served is the modern traveller
by a P. and O. ship. The P. & O. have
moved with the times to a greater extent
than most people are aware of. Who
among the older residents of the Far
East does not remember the fine, crusted
traditions which clung about the Super-
intendent's, or Agent's private office in
the early days. To approach that room
was almost like intruding upon a
Cabinet Councillor in Downing-street,
and if by good luck the supreme Tai-pan
condescended to find space for your
freight, then was the adventure of
boarding him in his den well repaid, and
one left the presence elated and richly
satisfied. But those days are numbered
with the past. To-day we venture
to say that the public can
find no more willing and obliging
servants than the P. & O. Company.

In writing this we do not ignore the
splendid services of other lines, nor
the lead which the German Mail gave
in the direction of increased comfort
and accommodation for passengers
especially. Sir THOMAS SUTHERLAND,
we know, is rather inclined to think
that the modern sea-going passenger is
a trifle too much coddled, and perhaps
had not the Germans shown the way
the P. & O. would not have left its old
and well-worn grooves; but whatever
opinions the Chairman of the big com-
pany may hold, there is no gainsaying
the fact it has of late years nobly re-
sponded to the demands made upon it
by the travelling public. We therefore
think Mr. BOCART's advice is rather
unadvised for and very much beside the
mark.

MEMOS FOR TO-MORROW.
Miscellaneous.
King of Norway's Birthday (1872).
Meeting.
2.15 p.m.—Meeting of the Licensing
Board.
2.30 p.m.—Auction of Household Fur-
niture, etc., at Messrs Hughes & Hough's
Sales Rooms.

General Memoranda.

THURSDAY, August 4:—
Pope Pius X. elected (1903).
11 a.m.—Auction of Manila Cigars,
etc., at Messrs Hughes & Hough's Sales
Rooms.
2.30 p.m.—Auction of Household Fur-
niture at 28, Nathan Road, Kowloon.
2.30 p.m.—Legislative Council Meeting.
FRIDAY, August 5:—
2.37 p.m.—New Moon.
3.15 p.m.—Mr. Marshall's Departure
for Singapore. Reception at Peak Hotel.
SATURDAY, August 6:—
2.30 p.m.—Gymkhana at Race Course.
9 p.m.—Water Fête at V.R.O.

The China Mail

HONGKONG, TUESDAY, AUGUST 2, 1910

SEA TRAVEL

An article by Mr. T. BOCART, which
appears in *The World's Work*, has been
rather extensively quoted of late in the
English newspapers of the Far East.
It is intended to bring before the eyes
of "home-staying" folk a plain statement
of the enormous strides which the
Japanese mercantile marine has made of
recent years and of the very great hold it
now has upon the passenger and freight
business of the Pacific. We acknow-
ledge that Japan has begun to bulk
largely in the shipping business of the
Far East and that her share will be
even larger yet, but all the same we do
not agree with the pessimists who freely
predict that she will eventually banish
every other flag from the Pacific ocean.
We do not see the Blue Funnel interests
losing their hold on the profitable trade
which they have built up, nor the
Weir and Bank lines acknowledging
that they cannot compete with Japan's
nor do we think that the Pacific Mail
Company will be forced out of the field
by their newest rivals. The growing
trade of the Pacific will be the monopoly
of one nation, though at times first
one and then another may seem to hold
the advantage. But that will be only
a temporary phenomenon.

There is one line in the article we are
discussing which seems to us to have been
penned without very much serious reflec-
tion. It is the sentence in which the P. &
O. Company are warned that they must
"wake-up" if they wish to remain in
the shipping business. We hold no
brief for the P. & O. Company,
but we do think that great harm
is done by ill-considered criticism
such as this sentence betrays. One
would imagine that the great English
corporation was almost moribund or at
least quite content to rest on the laurels
won fifty years ago. Nothing could be
further from the truth. True it is very

conservative, prefers to move slowly
and often adopts improvements only
when they have been almost rudely
forced upon it, but all the same it is
very wide awake these days and except
in the matter of such trifles as free
electric fans in individual cabins, very
much up-to-date. The passengers are
no longer treated as miserable beings of
no account, as troublesome evils to be
endured not catered for. In the lan-

guage of the American collegians they
are to-day really fit. Compare the
accommodation provided on the "M"
class with the accommodation of the
old Panama, the Rome, or Suide of
twenty years ago. Compare again for
those whose moderate means or in-
clinations make preferable the in-
termediate class, the present day accom-
modation, with that of the Anconia
and Verona! It is by looking back
over a long space of years that we
are able to see what lucky persons we
of the present day are, and how well and
courteously served is the modern traveller
by a P. and O. ship. The P. & O. have
moved with the times to a greater extent
than most people are aware of. Who
among the older residents of the Far
East does not remember the fine, crusted
traditions which clung about the Super-
intendent's, or Agent's private office in
the early days. To approach that room
was almost like intruding upon a
Cabinet Councillor in Downing-street,
and if by good luck the supreme Tai-pan
condescended to find space for your
freight, then was the adventure of
boarding him in his den well repaid, and
one left the presence elated and richly
satisfied. But those days are numbered
with the past. To-day we venture
to say that the public can
find no more willing and obliging
servants than the P. & O. Company.

In addition to the loan of Tls. 3,000,000
from the foreign banks it is stated that
the Shanghai Tsoai has been able to obtain
the sum of Tls. 1,500,000, and it is
considered that this amount of Tls.
4,500,000 will be sufficient to meet the
threatened crisis.

A TIME SAVER.

Keep Chamberlain's Pain Balm on hand.
It is an antispasmodic, liniment, and
causes wounds to heal in less time than any
other treatment. For sale by all
chemists and druggists.

NEWS OF THE DAY.

The Rev. Father Vaughan, speaking
at Hythe, said that the decline in the birth-
rate among the wealthy classes was appal-
ling. The cradles, he added, were as empty
as the churches.

The British Home Office has directed
that prisoners sentenced without hard
labour may wear their own clothes, have
their own food, books, and other comforts,
and need not bathe.

The British Law Society has censured
the Budget Speech of Mr. Lloyd George,
Chairman of the Exchequer, wherein he
declared that lawyers consistently opposed
reforms if those reforms lowered their fees.

The Chinese Engineering and Mining
Company, Limited, report that the total
output of the Company's three mines for
the week ending 16th July, 1910, amounted
to 26,630.99 tons and the sales during the
period to 18,768.16 tons.

For the week ending July 30 there
were recorded three fatal cases of plague
among Chinese in Hongkong; one case of
diphtheria (British); one imported case of
epidemic fever (British); two cases and one
death from purpural fever (Chinese); one
case of imported scarlet fever (British);
and one case of small-pox (Chinese).

H. M. cruiser *Proserpine*, of the East
Indies fleet, arrived at Plymouth on July
2nd with her paymaster, two stokers and a
seaman in a critical condition through an
attack of beri-beri contracted in the Persian
Gulf. Other men on board are believed
to be suffering from the same disease, and
they have in consequence been placed
under surveillance.

In the House of Commons recently Mr.
S. Buxton, President of the Board of Trade,
informed Mr. H. L. W. Lawson that the
Emigrants Information Office would supply
the Labour Exchange with information
regarding labour conditions in the colonies.
The Government, Mr. Buxton said, was
carefully considering the question of ob-
taining from the labour departments of the
colonies information relating to the demand
and supply of labour, also the desirability
of linking the labour exchanges of the
Empire.

M. Briand, Premier of France, has in-
troduced into the Chamber of Deputies a
bill which is intended to prevent strikes.
The bill enables an association of workers
to enter into a collective labour contract
with an association of employers. It
permits those who dissent from any con-
tract entered into by their association to
resign membership of the association or of
the union within three days following the
notice of contract. An association in its
corporate capacity, and members of an
association individually, are responsible for
breaches of contract, and are liable for
damages.

One of the largest silk failures that
has occurred for some years was reported
during the week ending June 18. The
firm concerned is that of Conrad Walser,
trading as C. Walser and Co., silk manu-
facturers and merchants, 27 to 29,
Chapelade, London, E.C. The liabilities
amount to £225,708 15s. 11d., and the
assets to £7,890, 10s. 11d. Creditors to
the amount of £7,518 are fully secured.
The creditors are chiefly firms in Lyons,
Paris, Zurich, and London. There are only
four English creditors for amounts of more
than a thousand pounds; but 23 foreign
creditors whose claims are above that
level. The bankrupt's firm's largest in-
debtedness (apart from bankers' claims) is
to the well-known house of Stumpf, Sons,
Ltd. (Horgen), for £23,151, and the next
largest to Carlwits and Co. (Hamburg),
£18,733. The failure throws an interest-
ing sidelight upon the amount of business
in foreign silks done in Great Britain, for
the foreign creditors preponderate enor-
mously over the English ones.

The Terra Nova, which conveys Capt.
Scott and his men to the Antarctic, has
just sent off from the Thames, her passage
down the river, being one long triumph.
First the Stork dipped to her. Then a
Swedish barque; then the Discovery
saluted; and so down the long line of
sailing ships the ensigns were dipping.
The last of that line was an Italian full-
rigged ship, and dipping her flag, her men
were three most distinguished yells. After
that the steamers were reached, and their
screams got to business. The uproar was
very terrific. The St. Croix, a smart
Danish West India steamer, was particu-
larly noticeable with her effort. The
scene at the dockhead was inspiring,
and certainly the Terra Nova ought to
bring back the South Pole. Great crowds
were assembled by the river side, and
the Thames looked its noblest. It was
full of tall ships, from whose heights of
historic Greenwich shrouded over the water
to where the river bends away from the
Union-Castle liners, with their big red
funnels, round Blackwall Reach. It was a
most fitting send-off, at the very place which
has seen more of such great departures
than any other river side in the world.
Most of the great captains have been this
way outward bound to find Cathay and
Rupert's Land and the North-West passage.
There went Captain Scott, bound for Terra
Nova! And everybody rose to the occa-
sion, till the river reached.

Heavy floods have seriously breached
the Eastern Bengal and Assam-Bengal
Railway. Nearly fifty miles of the line
were washed away near Gawal.

The Pacific Mail Steamship Co., advise
us that they are in receipt of a later advice
stating that, owing to bad weather, the s.s.
China will not arrive until Wednesday, at
2 p.m.

The British Court of Appeal has
decided that nervous shock, due to witness-
ing a fatal accident to a fellow-workman,
has entitled a Postmaster's collier to the
benefits of the Workmen's Compensation
Act.

The Italian Royal Commission reports
that the decline of the round marbled com-
pact in Pisa, known as the "Leaning
Tower," is increasing, and that its ultimate
collapse is likely unless preventive measures
are taken.

The Board of Agriculture reports that
the prospects of all British crops are
favourable, except tree fruit. On an aver-
age of 100, wheat, barley, beans, and peas
are reckoned at 101, oats 100, potatoes 104,
hay 103, mangelworts 102, hops 107.

The results which have been achieved
at the aviation carnival at Rheims last
exports to infer that the aeroplanes of the
future will be constructed wholly of metal,
and that with the most powerful engines
they will attain a speed of 100 miles an
hour.

In addition to the loan of Tls. 3,000,000
from the foreign banks it is stated that
the Shanghai Tsoai has been able to obtain
the sum of Tls. 1,500,000, and it is
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It is an antispasmodic, liniment, and
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other treatment. For sale by all
chemists and druggists.

NEWS OF THE DAY.

To-morrow is the thirty-eight anniversary
of the birth of King Haakon VII. of Norway.

Up to date there have been 22 cases of
plague this year in Hongkong and 31
deaths.

Readers are reminded of Marshall
Darraach's recital of "The Merchant of
Venice" at the Peak Hotel on Friday
next.

On page 2 of this issue will be found
this week's German Letter and on page 3
an interesting article on the practice of
"tipping" on ocean liners.

The American consulate-general at
Hongkong were warned to-day by the
Manila Observatory that there is a depres-
sion in the northern part of the China Sea.

There were 427 European and 180
Chinese visitors to the City Hall Library,
and 173 European and 2,124 Chinese
visitors to the Museum during the week
ended the 31st July.

Prince Ernest of Hohenzollern-Langeburg
has resigned his position as vice-president
of the German Reichstag. The letter con-
veying the resignation is described as a
protest against the Conservative Roman
Catholic oligarchy which controls the Im-
perial Chancellor, Dr. von Bethmann-
Hollweg.

The N. Y. K. s.s. Tambo-Mar, which
sailed from Yokohama at 2 p.m. on June
28th, arrived at Seattle at 6 p.m. on June
29th. Her raw silk and silk goods for New
York were delivered at 5.30 a.m. on June
28th, the total time in transit being 19
days, 12 hrs. 30 mins. The latter was made
up as follows: Ocean time, 14 days 4 hrs.;
Lay in Seattle, 7 hrs. 45 mins.; Time on
Great Northern Railway 5 days 46 mins.

A Departmental Committee, under the
presidency of Mr. J. A. Simon, M.P.,
appointed by the Home Office, has pre-
sented its report. The committee recom-
mends the abolition of street trading by
boys up to the age of 17, and girls up to
the age of 18. The report adds: "Street
trading by girls is entirely indecent, and
no system of regulation will be able to
rid it of its risks and objections."

During consideration of the Regency
Bill in the House of Commons Mr. H. C. F.
Luttrell (Liberal) moved to delete the
clause, making selectors of the King's
marriage without the consent of Parliament
guilty of high treason. He did so on the
ground that death was an excessive punish-
ment. Mr. Asquith, Prime Minister,
agreed to an amendment making the
highest punishment for the crime penal
servitude for life, and the lowest imprison-
ment.

The death of the Rev. Richard Fraser-
Freilich, rector of Chapel-Alerton, has
brought to a close an uncommon and
interesting career, says *The L. and O.*
Express of July 3. Born in 1839, Mr. Fraser-
Freilich entered in early life the P. and O.
service, in which he rose to the rank of
captain, and commanded one of the larger
vessels of the company's fleet. At the age
of 40, however, he decided to take Holy
Orders, and with that object resigned his
position with the P. and O. Company. He
nevertheless remained in close touch with
that line of steamers until the end of his
life.

There are interesting rumours in
circulation in military and social circles
at Potsdam to the effect that the
Kaiser and Kaiserin are thinking
of a matrimonial alliance between their
only daughter, Princess Victoria
Louise, of Prussia and the eldest
son of the King and Queen of England
who is the Prince of Wales. The Princess,
who will be 13 next September, is one year
and three quarters older than the Prince
of Wales, but that would not be regarded
as a handicap from her parents' point of
view. The Kaiser's wife is several months
older than the Emperor and their second
son, Prince Friedrich of Prussia, is
married to a princess nearly three years his
senior.

ITEMS AT THE COURTS.

Three boatmen were fined \$15 each by
Mr. E. R. Hallifax this morning, for
making fast to the s.s. Signal whilst under
way.

Inspector Robertson prosecuted a native
before Mr. J. R. Wood, this morning,
for endeavouring to obtain opium by
means of false pretences. It appears
that defendant went into a shop in
Queen's Road and asked for a small pot
of opium and after he had selected one he
said he did not want that kind. In the
meantime he handed back an empty jar.
In his shoes were found two other jars of
opium. The case was adjourned, bail being
allowed in the sum of \$100.

BREEDING OF MOSQUITOES.

Correspondence, relative to warning the
public against encouraging the breeding
of mosquitoes was read at the meeting
of the Sanitary Board this afternoon.
Dr. Clark, M.C.H., wrote suggesting
notices be posted up in English and
Chinese.

Dr. Minvilliams minuted—Are prosecu-
tions ever carried out against people who
are found to be breeding mosquitoes?
Sir Joseph Egerton—The breeding of
mosquitoes does occur and we
cannot take any measures to exterminate
these pests. I strongly urge the publication
of the M.O.H.'s excellent notice warning
the public. It should say that mosquito
breeding is a rule, a sin of omission and
not one of commission.

Mr. Eshelton Hoope—Is the breeding of
mosquitoes by the public very general? I
should say not and I don't think the
expense of advertising these warnings
would be justified.

LATEST ASPECT OF
AFFAIRS.

(Reuter's Service to the China Mail.)
London, August 2.

Reuter's correspondent, wiring from
Calcutta, says that traders in close touch
with Tibet are confident that the
Tibetans, who are grateful to Great
Britain for the hospitality shown to the
Dalai Lama, will not attack the British
trading agencies and say that if trouble
arises it will be due to the Chinese
attempting to punish Tibetans who
intercepted the Chinese troops pursuing
the Dalai Lama when he fled the land.

Reuter's Simla agent telegraphs that
Siliguri will serve as a base for possible
British operations.

AFFAIRS IN TIBET.

(Reuter's Service to the China Mail.)
London, August 1.

It is reported from Darjeeling on
reliable authority that the Dalai Lama
is deeply chagrined at Great Britain's
policy, and has resigned the idea of
going to Peking.

RELIGIOUS TROUBLES IN
SPAIN.

(Reuter's Service to the China Mail.)
London, August 1.

Replying to many telegrams for
support from Spanish clericals, the
Pope has wired stating that amid his
grief at the Government's action he
will be stimulated by the numerous
expressions of Christian faith and
valour which he has received. His
Holiness implored the continued sup-
port of the clergy, and sends his ben-
ediction. The message is regarded as a
declaration of war.

BANK HOLIDAY PICNIC.

The Wesleyan Church at Wanchai on
Monday organized a picnic to Tai Mu. As
everybody knows the weather was perfect.
The picnic was advertised to start from
Arsenal Street pier at a quarter to two, and
was not much later. The previous organiza-
tion was well arranged by a small com-
mittee and everything went off without
the slightest hitch. As usual there were
many willing workers, and as many hands
make light work, the whole thing was
easily put through. Mention must be
made of the labours of Captain Baker,
A.O.D., of Mr. Heale, and of Mr. Boyd.
Their energy, and devotion saw every-
thing through with the slightest amount
of delay. Mrs. Bone, Mrs. Baker and Mrs.
Collins undertook to look after the com-
missariat, and it must be said that they
catered abundantly, so that everybody
had more than enough and there was
plenty to spare. Although there were
several picnics yesterday, the old established
run made by the Wesleyan Church was not
slighted. When the children were num-
bered, there were about two hundred
present. Two launches were required.

Tai Mu is an ideal place for a picnic, and
as many of those present had never been
there, the surroundings had all the charm
of freshness. The old temple is surrounded
with trees, and there is a beautiful
spring trickling through the trees' roots,
so that the best of water is avail-
able. When the sun had declined a little
the party climbed the small hill near and
had a fine view of Clear Water Bay, with
its many islands, its fishing boats and
hamlets. There was abundance of bathing
and water polo, though the somewhat hilly
character of the place prevented any foot-
ball or cricket being played. The landing
was easily effected, because, through the
kindness of the A.S.C., the party were
supplied with two big cutters, each of which
would easily accommodate thirty passengers.
The place was left about half past seven,
the party reaching Arsenal Street pier
exactly at a quarter to nine.

Monday was generally observed as a
holiday in Hongkong, and it was spent by
most people either on the water or on the
tennis lawn. Many lunch picnics took
place and as the day was gloriously hot and
fine those who participated seemed to
enjoy themselves thoroughly.
Towards evening the heavens clouded and
there were signs of the approach of a
thunderstorm. But it was nearly five
o'clock this morning ere the storm broke,
precipitating a large quantity of water.
The lightning was not quite so vivid as during
the big storm in July.

A GOOD INVESTMENT.

IT costs but a small amount to keep
Chamberlain's Colic, Cholera and Dia-
rrhoea Remedy on hand, and it is
economy in the end. For sale by all
chemists and druggists.

COGNAC

Girard & Co.'s

FAMOUS

'LIQUEUR

VIN 1852

\$5.85 per bottle.

GIRARD

Sole Agents,

H. Price & Co., Ltd.,

12, Queen's Road Central, Hongkong.

TELEPHONE No. 135.

Hongkong, July 26, 1910.

RACIAL RIOT IN TEXAS.

(Independent News Agency's Service
to the China Mail.)
Tokyo, August 2.

According to a San Francisco tele-
gram a disturbance arising out of racial
antipathies has broken out between
Whites and Blacks in Palestine, Texas.
Twenty-five people have been killed
and more wounded.

The Governor of the State has called
for military aid to quell the disturbance.
The Governor has left for the scene
of the riot.

SHANGHAI TO BE
WATCHED.

(Wah Tsz Yat Po's Service.)
Peking, August 1.

The Board of Civil Affairs has des-
patched a secret service officer to Shang-
hai where he is to watch the movements
of certain parties.

THE COLOWAN AFFAIR.

(Wah Tsz Yat Po's Service.)
Peking, August 1.

A Censor has denounced the Viceroy
of the two Kwang, holding that he has
lost the sovereignty of China over Colo-
wan by his action in the recent piratical
affair.

The Prince Regent has asked the
Grand Council to appoint a special
officer to thoroughly investigate the
matter.

CHINA BUYING GERMAN
WARSHIPS.

(Wah Tsz Yat Po's Service.)
Peking, July 31.

The Board of War has placed an
order with a German firm of ship-
builders for two cruisers and two
torpedo-boats.

WU TING-FANG AND THE
WAI-WU-PU.

(Wah Tsz Yat Po's Service.)
Peking, July 31.

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES specified below.

PORTS	VESSELS	To Sail on	REMARKS
SHANGHAI	DEVANHA	Daylight, 4th August	Freight and Passengers
LONDON, via Suez	ASSAYE	Noon, 6th August	See Special Advertisements
LONDON & ANTWERP	POONA	3 p.m., 10th August	Freight only
SHANGHAI, MOJI, KOBE	PERA	About 11th August	Freight only

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 13 DAYS YOKOHAMA TO VANCOUVER.

SAYING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed sailings from Hongkong and Quebec.

From Hongkong	From Quebec
EMPEROR OF JAPAN	ALLAN LINE
MONTEAGLE	EMPEROR OF BRITAIN
EMPEROR OF CHINA	ALLAN LINE
EMPEROR OF INDIA	EMPEROR OF IRELAND
EMPEROR OF JAPAN	EMPEROR OF IRELAND
MONTEAGLE	EMPEROR OF IRELAND

Each Trans-Pacific Express connects at Vancouver with a Special Mail Express Train and at Quebec with a Special Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The 'Empress' steamers on the Pacific and the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Members of the Navy, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

PORTLAND & ASIATIC S.S. CO.

Operating in connection with the OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, via MOJI, KOBE, YOKOHAMA, HAKODATE and SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP	Tons	Captain	To Sail
HENRIK ISEN	4578	CHRISTEN SMITH	5th August, at Noon

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-CLASS, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHEW AND RETURN.

STEAMSHIP	Captain	To Sail
HAICHING	Capt. W. C. Sumner	FRIDAY, 5th Aug., at 10 a.m.
HAITAN	Capt. J. W. Evans	TUESDAY, 9th Aug., at 10 a.m.
HAITANG	Capt. A. E. Hodgins	TUESDAY, 12th Aug., at 10 a.m.

FOR SWATOW AND RETURN.

STEAMSHIP	Captain	To Sail
HAIMUN	Capt. A. H. Stewart	WEDNESDAY, 3rd Aug., at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf (near Blake Pier).

During the Months of July, August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE.

SUBJECT TO MODIFICATION.

STEAMSHIP	ARRIVE HONGKONG	LEAVE HONGKONG
EMPEROR OF JAPAN	Aug. 25	Aug. 26th, at Noon
EMPEROR OF CHINA	Sept. 23	Sept. 24th, at Noon

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars, apply to

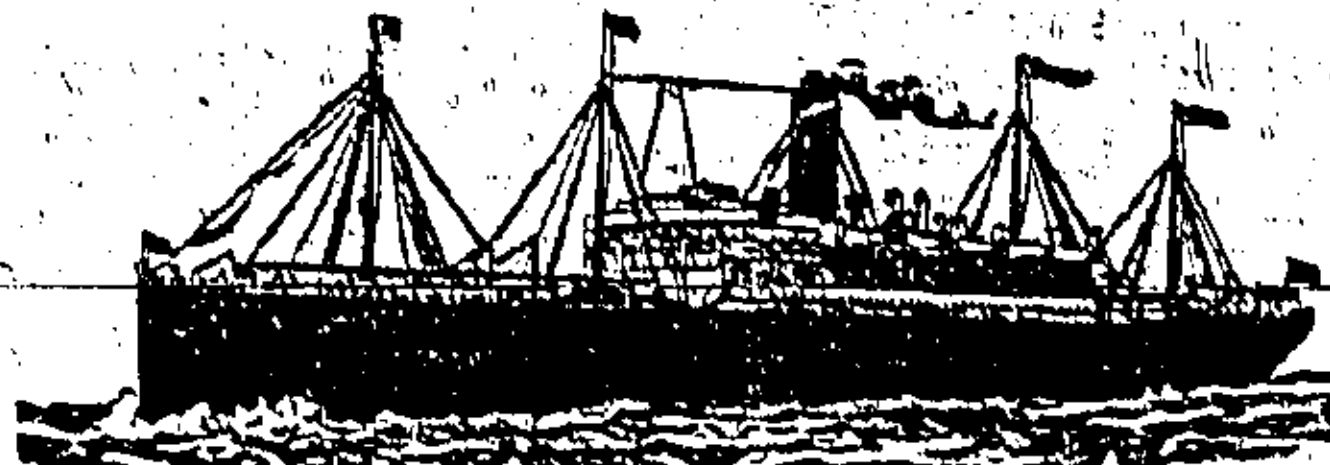
313, LIVINGSTON & CO.,
Agents.

Hongkong, November 2, 1905.

Shipping.

PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Hongkong, Canton, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMSHIP	Tons	SATURDAY	10th Aug.	at 1 p.m.
SIBERIA	18,000	SATURDAY	10th Aug.	at 1 p.m.
MANCHURIA	17,000	SATURDAY	10th Aug.	at 1 p.m.
CHITTO MARU	17,000	SATURDAY	10th Aug.	at 1 p.m.
MONSIEUR	17,000	SATURDAY	10th Aug.	at 1 p.m.
TENYO MARU	17,000	SATURDAY	10th Aug.	at 1 p.m.
KOREA	17,000	SATURDAY	10th Aug.	at 1 p.m.
NIPPON MARU	17,000	SATURDAY	10th Aug.	at 1 p.m.

Fares: Hongkong to London £71, 10s. Return six months £120 24 months £125; including Berth and Meals across America.

INTERMEDIATE SERVICE.

China.....10,200 Tons, SATURDAY, 13th Aug., at 1 p.m.

Asia.....9,500 " SATURDAY, 3rd Sept., at 1 p.m.

The S.S. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, August 13th, at 1 p.m.

The fine Mail Steamers ASIA and CHINA carry intermediate passengers only, affording superior accommodation for that class.

Hongkong to London via Canadian Atlantic Ports...£245.

SPECIAL RATES (first class only) granted to Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passages and Freight, apply to the Agency of the Companies, Kiro's BUILDING (opposite Blake Pier).

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA via KIELUNG, MOJI, KOBE & YOKOHAMA	CHICAGO MARU, Capt. I. Goto.	6,182	Wednesday, 10th Aug., at Noon.
Do.	TACOMA MARU, Capt. H. Yamamoto.	6,178	Wednesday, 7th Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steamer passengers situated.

First-class cabins. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For	Steamers	Leaves
ANPING, via SWATOW & AMOY	OSHIO MARU, Capt. Y. Yamamoto.	WEDNESDAY, 3rd Aug., at 10 a.m.
SHANGHAI, via SWATOW & AMOY and FOOCHEW	BUJUN MARU, Capt. Y. Fushino.	THURSDAY, 4th Aug., at 10 a.m.
SWATOW, AMOY & TAMSUI	DAIJIN MARU, Capt. Y. Kaburaki.	SUNDAY, 7th Aug., at 10 a.m.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class passengers to FOOCHEW during the months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with the Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class, \$73.00. 2nd Class, 55.00. 3rd Class, 37.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout.

The newly built steamers: 'CHICHU MARU' and 'BUJUN MARU'—First-class cabins—AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To Sail
NAPLES, GENOA, ALGERS, GIBRALTAR, BOOTHAMPTON, TON, ANTWERP & HAMBURG	KLEIST, Capt. O. Pabstke.	(17,000)	WEDNESDAY, 10th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	GOEBEN, Capt. G. Bolke.	(17,800)	WEDNESDAY, 10th Aug., at Noon.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	PRINZ WALDEMAR, Capt. F. Loeke.	(6,100)	SATURDAY, 13th August, at Daylight.
YOKOHAMA and KOBE	PRINZ SIGISMUND, Capt. D. Lenz.	(6,000)	about TUESDAY, 23rd Aug.
KUDAT and BANDARAN	BORNEO, Capt. F. Stabill.	(6,000)	End of August.

Fitted with Wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

Norddeutscher Lloyd, MELOHRS & CO.,
General Agents, Hongkong & China.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SINGAPORE, PENANG AND OLOUTTA	LAISANG	THURSDAY,	Aug. 4, at Noon.
TIENTSIN	CHIPSING	FRIDAY,	Aug. 5, at Noon.
SHANGHAI	HANGSANG	FRIDAY,	Aug. 5, at Noon.
MANILA	LOONGSANG	FRIDAY,	Aug. 5, at 4 p.m.
MANILA	YUNTSANG	FRIDAY,	Aug. 12, at 4 p.m.
* SHANGHAI, KOBE AND YOKOHAMA	FUKUSANG	FRIDAY,	Aug. 19, at Noon.

RETURN TOURS TO JAPAN, Occupying 24 days.

THE steamers Kulsang, Namang and Fookang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chaoan, Nantun & Newchwang.

Taking Cargo on through Bills of Lading to Kuantan, Labad Data, Singapore, Taiwan, Unikan, Jessellon and Lusan.

For Freight or Passage, apply to

JARDINE, MATTHEWSON & Co., Ltd.,
General Managers.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To Sail
MANILA	SWATOW	Aug. 3, at 3 p.m.
SWATOW, CEBU & TIENTSIN	KHONGOW	Aug. 3, at 4 p.m.
HAIPHONG	SHANG	Aug. 4, at 8 a.m.
SHANGHAI	CHENAN	Aug. 4, at 4 p.m.
ILIOLO & CEBU	SEVING	Aug. 5, at 4 p.m.
CEBU & NEWCHANG	SEVING	Aug. 5, at 4 p.m.
MANILA, ZAMBOANGA, and USUAL	TATUAN	Aug. 31, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUL'

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN SCREW STEAMERS (S.S. Anhui, Chusan, Eshan, Chinkun)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wooming.

FARES:—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR.

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S.	Tons, Gross	Sails
Kiyo Maru	17,200	Aug. 25th, at noon.
Buyo Maru	10,500	Oct. 22nd, at noon.
Hongkong Maru	11,000	Dec. 21st, at noon.

For particulars apply to

N. YAMADA, Acting Manager,
TOYO KISEN KAISHA, Kiro's BUILDING.

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATE
MARSEILLES, LONDON AND ANTWERP	KAGA MARU, Capt. M. Hagino, Tons 7000	WEDNESDAY, 3rd Aug., at Daylight.
SINGAPORE, PENANG, COLOMBO and PORT SAID	WAKASA MARU, Capt. N. Nielsen, Tons 7000	TUESDAY, 8th Aug., at 4 p.m.
ATSUBA MARU, Capt. Wm. Thomson, Tons 9000		WEDNESDAY, 17th Aug., at Daylight.
VICTORIA, B.C. & SEATTLE	TAMBA MARU, Capt. K. Sato, Tons 7000	TUESDAY, 16th Aug., at 4 p.m.
SHANGHAI, MOJI, SHIMIZU & YOKOHAMA	AWA MARU, Capt. S. Ishikawa, Tons 7000	TUESDAY, 16th Sept., at 4 p.m.
VICTORIA, B.C. AND SEATTLE	KAMAKURA MARU, Capt. J. Nagao, Tons 7000	SATURDAY, 18th Aug., at Noon.
SYDNEY and MELBOURNE	NIRKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 5th Aug., at Noon.
VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 5th Sept., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 3rd Aug., at Noon.
SHANGHAI, MOJI & KOBE	COLOMBO MARU, Capt. E. Ombes, Tons 6000	WEDNESDAY, 3rd August.
KOBE & YOKOHAMA	MIYAZAKI MARU, Capt. T. Murai, Tons 9000	THURSDAY, 4th Aug., Noon.
BOMBAY, via SINGAPORE and COLOMBO	BOMBAY MARU, Capt. T. Katsuka, Tons 6000	TUESDAY, 9th August.

Fitted with new system of wireless telegraphy.

Cargo only. — Calling at Saigon. — Carries deck passengers.

CHEAPEST SUMMER RATES.

HONGKONG and JAPAN PORTS.

Commencing 'Aki Maru' 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.

Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class \$120	\$110	\$100	\$90
2nd class \$80	\$70	\$60	\$50

With option of Rail between calling ports in Japan.

For further information, as to Freight, Passage, Sailings, etc., apply at the Company, Local Branch Office in Prince's Building, First Floor, Chater Road.

T. KUSUMOTO, Manager.

To Let.

TO LET.

BUXLEY LODGE, CHATEL ROAD, suitable for a Boarding House, School, College, or Family Residence, recently painted and renovated throughout. Immediate possession.

Apply to

CHATER & MODY,
Hongkong, May 14, 1909. 850

TO LET.

WESTERN BLOCK OF DWELLING HOUSES at present occupied as Artillery Officer's Quarters. Suitable for Boarding House.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, June 23, 1910. 314

TO LET.

GODOWN No. 5, DUDLEY STREET.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, January 1, 1910. 708

TO LET.

A HOUSE in KNUITSFORD TERRACE.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, February 24, 1910. 204

TO LET.

TWO Good Furnished BEDROOMS, BAKER ROAD, the Peak.

Apply to

Care of 'China Mail' Office.
Hongkong, June 7, 1910. 728

TO LET.

OFFICES in DES VUEX ROAD CENTRAL, corner of Ice House St.

Apply to

Messrs FERRY SMITH & FLEMING, 5, Queen's Road.
Hongkong, June 1, 1910. 390

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs Jardine, Matheson & Co., Ltd.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, December 1, 1909. 734

TO LET.

FOUR and Five-Roomed HOUSES, at Kowloon.

New and Commodious SHOPS, NATHAN ROAD, Kowloon. Immediate possession. Cheap Rents.

Apply to

HUMPHREYS ESTATE & FINANCE CO., Ltd.
Hongkong, March 23, 1909. 408

TO LET.

NO. 2, CONDUIT ROAD, from 1st July. Five Rooms. Electric Light throughout. Splendid Harbour View.

Apply to

'A. V.',
Care of 'China Mail' Office,
or to
Messrs LUNSTEAD & DAVIS.
Hongkong, May 9, 19

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON 1911.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (British days earlier)	Due London (London days later)
DELHI	Feb. 4	Mantua	Mar. 4	Mar. 10
ARCADIA	Feb. 13	Malwa	Mar. 13	Mar. 24
ASSAYE	Mar. 4	Macedonia	Apr. 1	Apr. 7
MAMORA	Mar. 18	(Through Suez call- ing at Bombay)	Apr. 15	Apr. 21
DEVANA	Apr. 1	Moldavia	Apr. 29	May 5
DELHI	Apr. 15	Mongolia	May 13	May 19
ASSAYE	Apr. 29	Morea	May 27	June 2
DELTA	May 13	Mooltan	June 10	June 16

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.FARES TO LONDON (Including Suez).
1st Saloon, £27.10 Single, £106.14 Return.
2nd " £24.8 " £72.12 "In addition to the above Mail Steamers the following:-
INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave Hongkong	Due London
SUNDA	Jan. 25	March 11
NUBIA	Feb. 8	March 24
STEBIA	Feb. 22	March 28
NOBIA	Mar. 8	April 2
PALAWAN	Mar. 22	May 5
BORNEO	Apr. 5	May 19
SICILIA	Apr. 19	June 2
SUMATRA	May 3	June 16
NILE	May 17	June 30

These steamers call also at Singapore, Penang, Colombo, and at Marseilles.

FARES TO LONDON (Including Suez).
1st Saloon, £25.0 Single, £82.10 Return.
2nd " £23.10 " £67.4 "

Carry 1st and 2nd Saloon Passengers.

For further particulars apply to

E. A. HEWETT,

Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

FOR	STEAMERS	CAPTAIN	TO SAIL
SHANGHAI, KUBE AND YOKOHAMA	SALAZIE	x	Aug. 15, p.m.
MARSEILLES, Via Port...	POLYNESIE	Bruto	Aug. 16, at 1 p.m.

TRANSIT-PING on the O. S. Steamers at Singapore for BARATIA, & COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to Europe, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars, apply to

P. THOMAS, Agent,

QUEEN'S BUILDING.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	A. Fraser	Manila	SATURDAY, Aug. 6, at Noon.
RUBI	2540	R. Rodgers	Manila	Aug. 13, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG-BOSTON & NEW YORK

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK, via PORTS
AND SUEZ CANAL.
WITH LIBERTY TO CALL AT THE
MALABAR COAST.

S.S. WHAY CASTLE

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, July 19, 1910.

Shipping

HAMBURG-AMERIKA LINIE,
HAMBURG.EAST-ASIATIC FREIGHT SERVICE.
REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES
via STRAITS AND COLOMBO
To HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.TAKING Cargo at through Rates to all European, North-Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.
AND ALL NORTH AND SOUTH AMERICAN PORTS.
also via Aden or Port Said, by the Company's Arabian and Persian Service to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG

Outward.	Homeward
For Shanghai, Yokohama & Kobe	For Havre & Hamburg
S.S. SPIZIA	S.S. BRISGAVIA
12th Aug.	5th Aug.
	For Rotterdam, Hamburg & A'werp
	S.S. BROVIA
	9th Aug.
	For Havre & Hamburg
	S.S. SO'NDI
	15th Aug.
	For Havre & Hamburg
	S.S. LAVONIA
	20th Aug.
	For Marseilles & Hamburg
	S.S. SONIA
	31st Aug.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN S.S. CO.

S.S. 'MINNESOTA'

28,000 Tons.

CAPTAIN T. W. GARLICK.

VIA

MANILA, NAGASAKI, KOBE,

YOKKAICHI, SHIMIZU and

YOKOHAMA

FOR

SEATTLE.

SAILS FROM HONGKONG ON MONDAY, OCTOBER 31st, AT NOON.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hongkong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers, return tickets are interchangeable with regular mail lines between Japan, China and Hongkong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA,

Agents.

Hongkong, March 17, 1910.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS

BANKERS, etc.

Head Office: LUDGATE CIRCUIS, LONDON, E.C.

Branches: LONDON, LIVERPOOL, MANCHESTER, GLASGOW, EDINBURGH, BIRMINGHAM, BRISTOL, SWANSEA, SOUTHAMPTON, DUBLIN, LONDON, LIVERPOOL, MANCHESTER, GLASGOW, EDINBURGH, BIRMINGHAM, BRISTOL, SWANSEA, SOUTHAMPTON, DUBLIN.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded, insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS for the OBERAMMERGAU PASSION PLAYS of 1910.

Head Office for the Far East:

18, DES VUEX ROAD,

Hongkong, April 4, 1908.

Japan Office:

32, WATER STREET,

Yokohama.

SOCIETA ANONIMA S. ZIONALE DI

SERVIZI MARITIMI ROMA.

STEAM FOR BOMBAY.

Via SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Marseilles, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.

(Taking Cargo at through rates to PERMAN, GUY, and HADRA, also BALCHOWA, VALICIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship ISCHIA.

Captain Brizio, will be despatched at above on FRIDAY, the 12th inst., at 8 p.m.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, August 1, 1910.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR

TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRITISH, SOUTH AMERICAN, PERMAN, GUY, and HADRA, also BALCHOWA, VALICIA, ALICANTE, ALMERIA and MALAGA.)

The Co's Steamship NILE.

Captain Radonovich, will be despatched at above on SATURDAY, the 27th inst., at 8 p.m.

This Steamer has special accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight, apply to

GANDER, WIEBER & Co.,

Agents.

Hongkong, July 25, 1910.

SHIRE LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship CARDIGANSHIRE.

Captain W. O. TREN, will be despatched at above on or about 13th August.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, July 25, 1910.

Notices to Consignees

PORTLAND & ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM PORTLAND & JAPAN PORTS.

CONSIGNEES of Cargo per Steamship HENRIK IBSEN.

The above mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of cargo from alongside.

Cargo impeding the discharge of the vessel will be landed immediately and stored, landing and storage at Consignees' risk and expense.

No Fire Insurance whatever will be effected.

All cargo remaining on board after SATURDAY, July 30th, at 5 p.m. will be landed and stored at Consignees' risk and expense.

All cargo undelivered on SATURDAY, Aug. 6th, 1910, at Noon, will be subject to rent.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on THURSDAY, Aug. 4th, 1910, at 10 a.m.

FRED J. HALTON,

Agent.

Hongkong, July 30, 1910.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

CONSIGNEES of Cargo per Steamship SIBERIA.

The above mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and take immediate delivery of cargo.

Cargo will be landed at once at Consignees' risk and delivery must be taken from Company's Godown at West Point.

Cargo remaining undelivered WEDNESDAY, August 3rd, 1910, at 5 p.m. will be subject to rent and landing charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown, on SATURDAY, August 6th, at 10 a.m.

FRED J. HALTON,

Agent.

Hongkong, July 30, 1910.

FROM EUROPE.

THE H.A.L. Steamship SAXONIA.

Captain BARNETT arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, at the above Company's Godown at West Point.

All broken, chafed and damaged Goods must be examined on the 2nd August, at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:-
Ex s.s. Pennsylvania from New York.
Ex s.s. Sines from Suez.
Ex s.s. Fritz from Sicily.
Ex s.s. Kuba from

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, July 27, 1910.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

STEAMSHIP WELSH PRINCE.

FROM NEW YORK.

CONSIGNEES of Cargo by the above steamer, having arrived, are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd August, at 3 p.m.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd August will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 8th August, or they will not be recognized.

No Fire Insurance has been effected.

ARNHOLD, KARBBERG & CO.,

Agents.

Hongkong, July 27, 1910.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ LUDWIG.

having arrived, Consignees of cargo are hereby notified that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, at West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 2nd August will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 2nd August, at 3 p.m.

All claims must reach us before the 6th of August, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underwriter.

This steamer brings cargo:-
Ex s.s. Cabote from Venice.
Ex s.s. Cabote from Suez.
Transhipped at Port Said.

NORDEUTSCHER LLOYD,

MELORES & CO.,

General Agents.

Hongkong, July 26, 1910.

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE VIA DAIREN.

SUMMER SCHEDULE.

(Effective from May 1, 1910).

THIRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. 'Kobe Maru' and 'Sailio Maru' (each 2,877 tons) as follows:-

NORTH-BOUND.

Station	Train	Time	Days
Shanghai (Steamer)	1st	1.00 p.m.	Sat.
Dairen (Train)	2nd	10.54 p.m.	Sun.
Mukden (Train)	3rd	10.45 p.m.	Mon.
Changchun (Train)	4th	8.40 a.m.	Tue.
Harbin (Russian Train)	5th	11.40 a.m.	Wed.
Shanghai (Steamer)	6th	2.50 p.m.	Thurs.

Connecting at Harbin with

State Express from Moscow.

Wagon-Lite from Moscow.

State Express to Moscow.

Wagon-Lite to Moscow.

TICKET AGENTS:-The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS:-YAMATO HOTEL (Tel. Add: 'Yamato') at Dairen, Port Arthur and Changchun, and also very shortly at Mukden, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY Dairen.

Tel. Add: 'Mantau'. Codes: A.B.C. 5th Ed. A.I. & Lieber's.

FUSHUN COAL

The best steaming coal in the Far East.

Output 3,000 tons per day.

Fresh stocks always on hand at Dairen, Newchwang and Tientsin Depots and also at Cheloo, Shanghai, Hongkong, Suifu and Peking.

Agents: MITSUBI BUSSAN KAISHA, LD.

SOUTH MANCHURIA RAILWAY CO.

DAIREN.

Tel. Add: 'Mantau'. Codes: A.B.C. 5th Ed. A.I. & Lieber's.

Dentistry.

DR. CHAS. FONG

34, QUEEN'S ROAD CENTRAL, ROOM NO. 3, FIRST FLOOR, (Opposite Post Office).

DR. FAITH LEONG.

Graduate of the College of Physicians and Surgeons, Oakland, Cal.

Hongkong, April 16, 1908.

S. I. T. F. O.

No. 14, D'ARQUEL STREET.

TERMS VERY MODERATE

Cancellation Free.

ROSSIA INSURANCE COMPANY.

ST. PETERSBURG, RUSSIA.

TOTAL ASSETS.....Rubles 73,000,000.

NOTICE IS HEREBY GIVEN that Messrs. MELORES & CO. have been appointed our AGENTS in Hongkong.

Referring to the above Notice, we have taken over the Agency of the

ROSSIA INSURANCE COMPANY.

St. Petersburg, Russia.

And we are prepared to accept Orders for FIRE & MARINE INSURANCE (European and Chinese Risks) at Current Rates.

MELORES & CO., Insurance Dept.

Hongkong, February 4, 1910.

NORTH BRITISH & MERCAANTILE INSURANCE CO.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS at 31st December, 1909, £19,875,357.

I—Authorized Capital £2,000,000

Subscribed Capital £2,375,000

Paid-up Capital £1,212,500 0 0

II—Reserve Funds 3,455,156 7 7

III—Life & Annuity Funds

HOTEL MANSIONS.

SHIPPING

ARRIVALS.
August 1.
Infra, British str., 1,618, A. Fraser,
July 30, General.—SHAWAN, TOMES
Co.,
Infra, British str., 1,047, F. Jamieson,
along July 30, General.—BUTTERFIELD
SWISS.
Telem, German str., 771, 'H. Bendixon,
along July 31, General.—JESSEN & Co.,
Polypemus, British steamer, 3,061, F.
Jamieson, along July 31, General.—
BUTTERFIELD & SWISS.
Daizola, British str., 2,493, W. A. Ross,
Francisco June 27, and Shanghai
July 28, General.—STANDARD OIL Co.
Ernest Simons, French steamer, 2,890, R.
along, Yokohama July 20, Mails and
General.—MESSAGERIES MARITIMES.
Cheong, British steamer, 1,169, F.
along, Tinian via Sratow July 24, Coal
General.—JARDINE, MATHESON & Co.,
August 2.

to Tacoma June 25" via Moji and Mani'a
by 22, Flour, Matches and General.—

Kagura Maru, Japanese steamer, 3,906, Nagasaki, Shanghai July 30, General.—
NIPPON YUSEN KAISHA.
Nishiki Maru, Japanese str., 3,430, M.
Nagasaki, from Nagasaki, General.— NIPPON
YUSEN KAISHA.
Haiman, British str., 641, A. H. Stewart,
Tromsø August 1, General.— DOUGLAS
TRAMER & CO. LD.
Niam, British steamer, 992, Robt. A.
Stanton, Singapore July 26, Kerosene Oil.—
S. S. CO.
Kruengk, British steamer, 1,228, F.
B-nokton July 27, Coal.—
PUTTERFILL & SWIRE.
Simengon, Dutch str., 1,202, H. Vos
July 24, Sugar.—CHINESE.

DEPARTURES.
August 1.

Administration, for Shenzhai.
 2nd class, for Saigon and Marseilles.
 3rd class, for Singapore.
 4th class, for Shanghai.
 5th class, for Newchwang.
 6th class, for Hongkong and Amoy.
 7th class, for Kwong-chow-wan.
 8th class, for Canton and Liverpool.
 9th class, for Pukkee.
 10th class, for Canton.
 11th class, for Canton.

CLEARED.
 1st class, for Moji.
 2nd class, for Singapore.
 3rd class, for Shanghai.
 4th class, for Singapore and Copenhagen.
 5th class, for Yokohama.
 6th class, for Wakamatsu.
 7th class, for Kobe.

Kim, for Singapore and Langkat.

PASSENGERS.

ARRIVED.

Per *Zafiro*, from Manila, Mr J. Wright.
Per *Singam*, from Haiphong, Mr Long.
Per *Megey*, from Tacoma, &c.,
Mr William Archer.

Per *Nihilo* *Maru*, from Japan: for
Hongkong, Miss J. Stewart, Miss D. Tux-
ford, Miss M. D. Goggin, Mr and Mrs
Bumgarner, Messrs K. Kodama, T. H.
Kobayashi, Mr and Mrs Komaki;
for Manila, Mr and Mrs A. A. Anderson
and children, Mr H. B. Robinson, and
Miss H. Takano; for Townsville, Mr J.
D. Hastings; for B. Ishane, Mr W. D. Beazley.

Mrs Macdonald, Messrs N. Iriye and T. Okamoto...

King, Mr. and Mrs. Lawrence and 2 children,
 Mr. T. R. Nolf, Mr. M. de Burgh, Misses
 A. B. Roux and A. G. Gro-han.
 For Ernest Simons, from Japan, &c. : Yots
 M. M. Dutt, Lyle, Grunby, Orlin,
 M. J. M. Dutt, Barriere, Sinclair, Grossman,
 Solheimvoss, Salanovitch and Miss Takila.
 For Australia, from Europe, &c. : for
 Hongkong, Messrs. N. Fanny, C. Paul,
 Hongkong, Messrs. A. Heany, H. Har-
 Wages, Wallace, Misses S. Dampier and
 Mary.

SHIPPING REPORTS.
 The British steamer *Zejuro* from Manilla
 preposits; Moderate S. to S.W. winds and
 line weather.
 The British steamer, *Singon* from Hat

Daily Reports: Light, southerly wind
fine and clear.

PASSENGERS EXPECTED.
Per R. and O. s.s. *Morea*, connecting
with the s.s. *Devinka*, from London, July
1, Mr H. West, Mr and Mrs E. A. Biscoe
Per P. and O. s.s. *Nyrtia*, from London
July 18, Mr T. J. Faucett.
Per P. and O. s.s. *Yore*, from London
July 20, Mrs. Miss P. and the Masters R
and W. Jolly.

Vessels Advertised as Loading

DESTINATION.	VESSEL.	AGENTS.	DATE OF LEAVING.
Australian Ports, &c.	Rumour	Nbb Livingston & Co.	Aug. 20, at Noon.
Cebu & Iloilo	Sungking	Butherford & Swire	Aug. 6 at 4 p.m.
Coast Ports & Shanghai	Sajan Maru	Iwata Shosen Kaisha,	Aug. 4 at 10 p.m.
Calcutta	Singur	Mahesh & Co.	Aug. 10, at Noon.
Rangoon	Singur	Butherford & Swire.	Aug. 4, at Noon.
Japan & Portland, Or.	Franklin Deane	Portland & A. S. Co.	Aug. 5 at Noon.
Kobe & Yokohama.	Miyasaki Maru	Nippon Yusen Kaisha.	Aug. 4 at Noon.
London, &c.	Aoyagi	P. & O. S. N. Co.,	Aug. 8 at Noon.
Melb., London & Antwerp	Tokona	P. & O. S. N. Co.,	Aug. 8 at Noon.
Manille, London &c.	Tokona	P. & O. S. N. Co.,	Aug. 8 at Noon.
Manilla, v. Balagny	Polystylon	Nippon Yusen Kaisha.	Aug. 29, Daylight.
Manila	Lepid	Messageries Martimes	Aug. 14, at 1 p.m.
Manila	Zedro	Butherford & Swire	Aug. 3 at 3 p.m.
Manila	Foonang	Shewan, Thomas & Co.	Aug. 6, at Noon.
San Francisco v. Japan	Hibira	Jardine, Mason & Co., Ltd.	Aug. 5 at 4 p.m.
San Francisco v. Japan	Sibiria	Pacific Mail S. S. Co.	Aug. 12, at 1 p.m.
Shanghai, Kobe & Yoko-	Pana	Pacific Mail S. S. Co.	Aug. 13, at 1 p.m.
Shanghai, Kobe & Yoko-	Pana	P. & O. S. N. Co.	Aug. 12, at Noon.
Moji, Kobe & Yoko-	Sakajo	Messageries Maritimes	Aug. 15, p.m.
Syon, Pang, Calcutta	Laisang	Jardine, Mason & Co., Ltd.	Aug. 4, at Noon.
Shanghai	Hwangang	Jardine, Mason & Co., Ltd.	Aug. 5 at Noon.
Shanghai	Devanha	P. & O. S. N. Co.,	Aug. 4 at Noon.
Shanghai	Chenan	Butherford & Swire	Aug. 4 at Noon.
Shanghai	Hakatan	Butherford & Swire	Aug. 4 at Noon.
Sew, Amoy & Canton	Johnin Maru	Douglas Lippatt & Co.	Aug. 5 at 10 a.m.
Sew, Amoy & Anpin Su	Johnin Maru	Iwata Shosen Kaisha	Aug. 7, at 10 a.m.
Sew, Amoy & Tamsui	Johnin Maru	Iwata Shosen Kaisha	Aug. 7, at 10 a.m.
Sew, Chefoo & Taishan	Keisichow	Butherford & Swire	Aug. 3, at 4 p.m.
Tientsin	Ching Ming	Jardine, Mason & Co.	Aug. 4, at Noon.
Victoria, B.C., Seattle	Tumba Maru	Nippon Yusen Kaisha	Aug. 4, at Noon.
Yokohama, P.O. Tacoma	Redbull	P. & O. S. N. Co., Limited	Aug. 29, Daylight.
Yokohama, P.O. Tacoma	Redbull	Canadian Pacific R. Co.	Aug. 6, at Noon.
Yokohama, P.O. Tacoma	Montpelier	Canadian Pacific R. Co.	Aug. 16, at Noon.

August 2, 1910.

Stocks.	No. of Shares.	Value.	Paid up.	Balance Forwarded Cash.
HONGKONG AND SHANGHAI BANK CORP.				
National Bank of China, Limited	120,000	\$ 135	all	\$385, buyers \$79,10
MARINE INSURANCE.				
Caston Insurance Office Co., Ltd.	10,000	\$ 350	5	\$75, buyers
China Traders Insurance Co., Ltd.	24,000	\$ 83.63	50	\$170
North-China Insurance Co., Ltd.	10,000	\$ 50	100	\$87 1/2
Union Insurance Society, Limited	10,000	\$ 50	100	\$250
Yantai Insurance Association Ltd.	12,000	\$ 130	80	\$270
FIRE INSURANCE.				
China Fire Insurance Co., Ltd.	30,000	\$ 100	50	\$112 1/2, sellers
Rongkeng Fire Insurance Co., Ltd.	8,000	\$ 399	50	\$580, sellers
DOCK & WAREHOUSE.				
Hkong & Whampoa Dock Co., Ltd.	50,000	7	50	all \$50, value
Co. Fairbank & Co., Limited	18,000	\$ 25	25	\$10, all on
New Amoy Dock Co., Ltd.	10,000	6 1/2	6 1/2	\$19, sellers
Shanghai Dock and Wharf Co., Ltd.	55,700	Ten. 100	Ten. 77	Ten. 77
STEAMSHIP, TUGS, ETC.				
China and Manila S. S. Co., Ltd.	50,000	\$ 30	25	\$27, sellers
Douglas Steamship Co., Limited	20,000	\$ 20	15	\$23, sellers
H.R. O. & M. Steamship Co., Ltd.	40,000	\$ 15	15	\$32 1/2, sellers
Indo-China S. N. Company, Ltd.	60,000	2	5	all \$60, sell'rs
Star Ferry Company, Ltd.	10,000	10	10	\$24, sellers
Shell Transport & Trading Co., Ltd.	10,000	10	10	\$13, sellers
Taku Tug and Lighter Co., Ltd.	8,600	10	10	\$18 1/2
Shanghai Tug and Lighter Co., Ltd.	500,000	Ten. 50	Ten. 50	Ten. 45
do	100,000	Ten. 50	Ten. 50	Ten. 47 1/2
RICE CULTIVATION.				
China Sugar Company, Limited	25,000	\$ 100	all	\$187, sales
Indon Sugar Company, Limited	7,000	\$ 100	all	\$26, sales
Perak Sugar Cultivation Co., Ltd.	7,000	Ten. 50	Ten. 50	Ten. 800

HONGKONG HOTEL.

HONOLULU HOTEL.

Mr P. R. Adams	Mr and Mrs O.
Miss N. S. Allen	Lansted
Mr J. I. Andrew	Mr D. Macdonald
Mr J. H. Beckhouse	Mr H. L. Marston
Mr J. E. Bingham	Dr J. C. May
Mrs Cameron	Miss K. A. Massey
Miss Cameron (3)	Mr D. M. Mickle
Mr E. S. Cawling	Mr J. G. Minor
Mr R. D. Chaffee	Mr J. J. Morris
Mr W. W. Clegg	Mr K. Lutz
Mr W. W. Cressh	Mr E. E. Ray
Mr Marshall D. Crutch	Mr R. K. Rogers
Mr and Mrs H. O.	Mr H. E. Solomons
Ehrenfels	Dr J. A. Spalding
Mr G. G. Fisher	Mr A. Spalding
Mr A. Gaudet	Mr J. Spittles
Mr V. Gounbourn	Miss A. Square
Capt T. P. Hall	Mr S. Stafford
Mr H. H. Hold	Mr J. S. Starnes
Mr and Mrs E. A.	Compton
Hewett	Mr W. W. Truitt
Mr J. S. Hord	Mr F. Tutts
Dr S. Hough	Mr A. V. Walker
Mr W. Jackson	Mr J. E. Walcott
Mr J. E. Jones	Mr Whitehall
Mr E. Levy	Mr G. Wolf
Miss A. Lewis	Mr G. E. Wolf
Mr L. T. Lloyd	Mr G. G. Wood

ASTOR HOUSE.

Miguel Almeida	Leuang "
Masters Almeida	Mrs J. L. Wynnemo
Mr and Mrs O. C. F.	Mrs & Mr L. yond
Eder	Mr J. Maignac
Mr J. B. Bury	Mrs J. Ledwith
Mr J. Burnione	Miss Ene Martin
Mr E. A. Barrow	Mr Mazzolan
A. A. Bridle	Mrs M. E. Miles
Mr W. W. Bristol	Miss D. W. Little
Mr J. Brown	Mr. M. G. Moly
Mr Cairn	Mr Nabel
Miss Gou-londar	Mr V. Osip
Miss Maude Danells	Mr O. W. Olson
Mr H. Davis	Mr W. W. Rask
Miss Maud A. J. Day	Mr. J. R. Rask
Mr J. P. Elliott	Mrs R. R. Pierpo
Mr T. G. Gorrill	Mr J. Robson
Mrs Goewilch	Mr J. Rodin
family	Mr. R. R. Rask
Dr. H. Hall	Mr P. Ronan
Mr L. C. Herra	Mr G. Schreck
Mr H. O. Holt	Mr R. L. Smith
Mr P. Jones	Mrs H. S. Swack
Mr Chas. G. Kinner	Mrs D. Withins

KINGSOLERN HOTEL.

	Gondr. & Mrs. Arnold	King
	and maid	Mr and Mrs A.
	Mrs. E. Andrus	Logan
	Lt. J. S. Arwine,	Counsil J. M. M.
	U.S.N.	Mrs J. F. Maeger
	Mrs J. S. Arwine	McGowan
	a children	MacKay
d	Dr Black	Mr and Mrs L.
e	H. W. Brewer	Mack
	Capt. & Mrs Bremer	Mandel
m	M. K. J. Chapman	Master Mandell
	Mr Cookes	Mr G. M. Mayer
	Mr P. J. Dixor	Mr R. S. Merritt
	Mr F. A. Gordon	Mr W. S. O'Neil
	Mr and Mrs D. E.	Mr Wm. Pittman
	Donnelly	Jc.
	Mr J. G. S. Gasuden	Mr J. Robertson
	Mr C. G. Gordon	Mr G. Sochie
	Mr M. L. Corham	Kline
	Mr H. RoRosen	Miss C. M. Schuch
	Mr. H. F. Kelly	Mr and Mrs Tit
		Mr B. Webb
		Mr J. W. Wilson

TANSAN

10

NUNOBIKI.

[illegible]

SOLE AGENTS:

H. RUTTONJEE & SON.

Temperature.

Hongkong, August 2, 1910.

MOVED - 4 P.M. ...
8 A.M. ...

Do.	4 P.M.	...	82
Do. (W. t. bulb)	9 A.M.	...	77

Maximum

4]

HONGKONG REGISTER.

On date at On date at
10 a.m. 11 p.m.

temperature	88	86
city	60	77

Direction of Wind ...	SW	WEST	SW
Force	1	1	2

1950

Highest open air temperature on the 31st	90
Lowest open air temperature on the 31st	80

Yokohama Observatory, Aug. 1902

Journal of Management Studies, 19(1), 67-80.